

which hit the carrier's engineering spaces. As she slowed to a halt, she was hit by three more bombs and another "Val." During this melee, *Anderson* succeeded in downing another torpedo plane, scored hits on several others, and took one machine gun bullet hit causing a small crack and dent in her side plating amidships.

At noon, *Northampton* attempted to take *Hornet* in tow, but at 1815 another flock of enemy dive-bombers and torpedo planes roared in to attack the crippled carrier. A veritable sitting duck, she took a torpedo and a bomb hit, and abandoned ship. *Anderson* moved in to pick up survivors, taking on board 247 men. *Mustin* was ordered to sink the hulk, and scored three torpedo hits, but *Hornet* remained stubbornly afloat. *Anderson* was ordered to finish the job and slammed six torpedoes into the target, but she still remained afloat. *Anderson* and *Mustin* shelled *Hornet*, but the arrival of Japanese destroyers on the horizon forced the two American destroyers to take a hurried departure. On the morning of 27 October, Japanese destroyers performed the final rites for *Hornet* with four torpedoes.

During the Japanese attack on *Hornet*, the *Enterprise* group over the horizon had not gone unscathed. The destroyer *Porter* (DD-356) was sunk inadvertently by an American aircraft torpedo, *Enterprise* suffered three bomb hits; the destroyer *Smith* (DD-378) was severely damaged by a suicide; and both *South Dakota* (BB-57) and *San Juan* (CL-53) suffered minor damage from bomb hits. Although the American forces had suffered heavier damage, they had succeeded in stopping the Japanese thrust toward Guadalcanal.

During November 1942, *Anderson* participated in further operations in the waters off Guadalcanal, screening a transport group landing troops in Lunga Roads and providing call fire during landings on 4 to 6 November, and screening *Enterprise* during strikes against enemy shipping at Guadalcanal on 13 and 14 November.

During December 1942 and until 23 January 1943, the ship operated with TF 16 out of Espiritu Santo on antisubmarine patrol and training. Between 23 January and 3 February, she escorted Task Unit (TU) 62.4.7, a merchant ship convoy, to Guadalcanal to unload, and returned to Espiritu Santo. While in the Solomons, she conducted a photographic reconnaissance and bombardment of enemy-held beaches on northern coast of Guadalcanal on 29 January in company with *Wilson* (DD-408).

Anderson continued to operate out of the New Hebrides Islands on hunter-killer missions, and escort runs for a fueling rendezvous with TF 67 and TF 68 until 7 March 1943. She arrived at Pearl Harbor on 22 March and received onward routing back to the United States. From 9 April to 8 June she lay at San Francisco undergoing overhaul and repairs.

Following an escort run to Pearl Harbor and back in June, *Anderson* departed San Francisco on 11 July with TG 96.1 enroute to Kodiak, Alaska, arriving on the 21st. Joining TG 16.17 on 30 July, she participated in bombardments of Kiska on 2 and 15 August 1943. The ship remained in the Aleutians on patrol duty until 21 September, when she departed for Pearl Harbor.

From 14 October to 1 November, *Anderson* lay at Wellington, New Zealand, staging with the transports for the next operation. With TF 53, she arrived at her objective on 19 November 1943—Tarawa. As a part of Fire Support Group No. 3, she took station off the eastern end of Betio on D-day, 20 November, and began conducting bombardments of assigned targets. Betio was captured by the 24th, but *Anderson* remained in the general area on radar picket patrol and rendered intermittent call fire until 29 November, when she departed for Pearl Harbor.

By 21 December 1943 she was back in San Diego to escort the 4th Marine Division to Kwajalein. Enroute, *Anderson* was one of the units designated to conduct a diversionary strike at Wotje on 30 January 1944. As one of the leading destroyers she opened the bombardment at 0642 and began to maneuver to avoid enemy return fire. At 0646, a shell hit in her combat information center (CIC), killing the commanding officer, Lt. Comdr. John G. Tennent, III, two ensigns, and three enlisted men, and wounding 14 others. Her executive officer immediately assumed command and kept her firing until she could maneuver to seaward to act as antisubmarine screen until completion of the Wotje bombardment at noon. The next day *Anderson* approached the objective islands of Roi and Namur, Kwajalein Atoll, and screened to seaward as the heavy units began the bombardment. On 1 February, while transferring her wounded, she struck an uncharted pinnacle and had to be towed to Pearl Harbor.

Following the completion of repairs on 15 June, the destroyer sailed to the southwest Pacific. Following an escort run to Oro Bay, New Guinea, *Anderson* arrived off Cape Sansapor, New Guinea, on 1 August with TG 77.3. During the landing operations she operated on antisubmarine station between Amsterdam Island and Cape Opmarai, then conducted patrols off Woendi harbor, and Cape Sansapor until 25 August. During the Morotai landings on 15 September 1944, the ship rendered call fire and conducted patrols off White beach.

On 12 October, *Anderson* departed Seeadler Harbor with TG 78.2 for the landing operations at Leyte Gulf. Arriving in the area on 20 October, she took up patrol during the initial assault and until she joined TG 77.2 on the 25th. This group was under enemy air attack and *Anderson* fired on several planes without results. On 1 November, enemy air attacks were intense. The ship scored hits on several planes, splashing one. At 1812 on that day an "Oscar" (Nakajima Ki. 43 fighter) crashed into the ship's port side, aft of the break in the deck. *Anderson* suffered 14 dead and 22 wounded. Two of the wounded later died.

Departing Leyte on 3 November 1944 and steaming via Hollandia, Manus, and Majuro, *Anderson* arrived at Pearl Harbor on 29 November 1944. There she received orders to proceed to San Francisco, where she moored on 9 December to begin repairs.

On 11 May 1945, she arrived at Attu, Alaska where she was assigned to TG 92.2. Eight days later, *Anderson* took part in a bombardment of Suribachi Wan and a sweep in the Sea of Okhotsk. Between 10 and 12 June, she participated in the bombardment of enemy shore installations on Matsuwa To, Kuril Islands, and another anti-shipping sweep in the Sea of Okhotsk. While the remainder of the task group entered that body of water to intercept an enemy convoy headed south from Paramushiro on 23 to 25 June, *Anderson*, *Hughes*, and *Trenton* (CL-11) established a patrol east of the Kurils to thwart any attempt of the convoy to escape into the Pacific. Between 15 and 22 July, *Anderson* conducted a patrol east of the Kurils, an anti-shipping sweep in the Sea of Okhotsk, and another bombardment of Suribachi Wan, Paramushiro To, Kurils. Another sweep was made in the Sea of Okhotsk, coupled with another bombardment of Matsuwa To, Kurils, on 11 and 12 August 1945.

Anderson remained with the Northern Pacific Force for the remainder of the war, and departed Alaskan waters for Japan on 27 August. She reached Ominato, Japan, on 8 September, and supported the occupation of northern Honshu through 30 October. She departed Japanese waters on that date, bound for the United States, and arrived at San Diego on 1 December. She was earmarked for retention in an inactive status in view of the experimental tests to which she would be subjected. Two days after Christmas, she got underway for Hawaiian waters. Arriving at Pearl Harbor on 3 January 1946, *Anderson* was assigned to Joint Task Force 1 on 15 May, and was slated to be utilized in the tests of the atomic bomb at Bikini Atoll. She reached her ultimate destination on 30 May 1946.

On 1 July 1946, the bomb used in Test "Able" sank *Anderson* in Bikini lagoon. Her name was struck from the Naval Vessel Register on 25 September 1946.

Anderson was awarded ten battle stars for her World War II service.

Anderson, General A. E., see *General A. E. Anderson* (AP-111).

Anderson, Margaret, see *Margaret Anderson* (SP-1203)

Anderson, Richard B., see *Richard B. Anderson* (DD-786)

Anderson, William G., see *William G. Anderson*.

Anderton

(Tr: t. 290; l. 139'6"; b. 23'7"; dr. 10' (mean); s. 12 k.; cpl. 35; a. 1 3", 2 .30-cal. Colt mg., 1 .30-cal. Lewis mg.)

Raymond J. Anderton—a wooden-hulled, single-screw "Menhaden fisherman"-type trawler built in 1911 at Noank (a district

within Groton), Conn., by Robert Palmer and Sons operated, by 1917, by the Atlantic Fertilizer and Oil Co.—was “enrolled” and purchased by the Navy on 7 June 1917 and ordered delivered on 18 June. However, prior to her commissioning, the ship’s name was changed by General Order No. 314 of 28 July 1917 to simply *Anderton*. Nevertheless, despite the order, *Anderton* would sometimes in the future be referred to by her full former name, or as *R J Anderton*.

Designated SP-530 and commissioned at the Boston Navy Yard on 18 August 1917, Chief Boatswain Frederick L. Muller in command, *Anderton* was fitted out there, assigned to Squadron 4, Patrol Force, and earmarked for duty along the coast of France. Additional “Menhaden Fishermen” soon swelled the ranks of the squadron which soon proceeded via the Azores to Brest where they arrived on 18 September. At the outset, the trawlers were assigned coastal convoy duty in order to familiarize the crews of the ships with the coast and channels—work for which they soon proved to be ill-suited.

The loss of *Rehoboth* (SP-384) on 4 October—which had foundered off Ushant—prompted the withdrawal of the trawlers from open-sea work and their assignment to the task of minesweeping. *Anderton*, one of the first four ships in the unit to have her minesweeping gear installed, departed Brest on 3 December in company with three of her near sisters, and, on the 6th, put over her “kites” for exercises in Quiberon Bay. To *Anderton* went the honor of exploding the first mine caught in her sweep gear, on 13 February 1918; on 21 February *Anderton* and *McNeal* (SP-333) cut two apiece.

Squadron 4’s loss of two other ships around this time heightened the danger lurking in those coastal waters. On 12 January 1918, *Bauman* (SP-377), while operating in a fog near Concarneau, struck a rock and began taking on water. *Anderton* sped to rescue; but, despite her best efforts to tow the disabled sister to port, *Bauman* sank before she could be brought into Lorient. Within two weeks, the squadron flagship, the yacht *Guinevere* (SP-512) was lost in much the same fashion.

For the remainder of hostilities in World War I, *Anderton* operated out of Lorient. Besides sweeping duty and covering the convoy routes from Penmarch to Bouy de Boeuf’s, *Anderton* and her sisters reinforced coastal convoys as required, cleared the Teignouse Channel and other important passages for troopships in the vicinity of Belle Isle; and, when the activities of the Central Powers’ submarines demanded it, operated at night off Penmarch, with her primitive listening gear (“sea tubes”) in operation to detect U-boats.

Illustrating this escort work, when the transport *Mount Vernon* was torpedoed on 5 September 1918, *Barnegat* (SP-1232) and *Anderton* assisted her into Brest for repairs. Since drifting mines were unaware of the end to hostilities, sweeping had to continue in the weeks following the armistice to make sure that shipping could travel safely. Finally, in the spring of 1919, when their work in France had finally been completed, *Anderton* and her sister ships prepared for the voyage home. They set out from Brest on the morning of 27 April 1919, but rough weather soon forced them to return to port. As *Anderton* did so, she towed the disabled *Courtney* (SP-375), but the latter sank that evening about 25 minutes before the returning convoy sighted Armen light. A northwesterly gale made the sea very rough, and the remaining ships had to fight heavy seas, snow, and hail squalls before they reached haven at Brest on the afternoon of the 28th. Two other trawlers, *Douglas* (SP-313) and *James* (SP-429), had also gone down.

Anderton remained at Brest through the summer of 1919, and was ultimately decommissioned there on 8 September 1919. While some of her sister ships were sold abroad, *Anderton* went back to her prewar owner. She operated under her full original name, *Raymond J. Anderton*, until 1922.

Andradite

Any several types of garnet varying widely in color.

(PYc-11: dp. 225; l. 140'7"; b. 23'7"; dr. 8'10"; s. 11.5 k.; cpl. 56; a. 1 3", 1 dep. (Y-gun), 2 det., 2 .30-cal. mg.)

Andradite—a yacht built in 1927 at Bay City, Mich., by the Defoe Boat & Motor Works as *Cameco*—was acquired by the Navy at San Pedro, Calif., from Mr. G. L. Machris on 16 March

1942; converted for naval service by a civilian shipyard; and placed in commission at the Mare Island Navy Yard on 18 April 1942, Lt. (jg.) Anderson J. Crabb, USNR, in command.

Assigned to the Commander, Western Sea Frontier, she conducted patrols in San Diego harbor and in the San Francisco area. She also served in those areas as a plane guard ship and a weather station ship. On 19 December 1945, the converted yacht was decommissioned at San Pedro, Calif., and her name was struck from the Navy list on 8 January 1946. She was transferred to the Maritime Commission on 22 January 1947 for disposal.

Andres

Eric Theodore Andres—born on 12 May 1915 at Flint, Mich.—received a bachelor’s degree from Valparaiso University in 1937. After enlisting in the Naval Reserve on 25 October 1941 at Chicago, Ill., he underwent his initial naval training at the Naval Reserve Midshipman’s School at Northwestern University. Promoted to ensign on 15 May 1942, Andres was assigned to duty in the heavy cruiser *Astoria* (CA-34), and joined his ship soon thereafter. The young officer was killed in *Astoria* during the Battle of Savo Island on 9 August 1942.

(DE-45: dp. 1,140; l. 289'5"; b. 35'2"; dr. 11'; s. 21.5 k.; cpl. 156; a. 3 3", 2 40mm., 9 20mm., 2 det., 8 dep., 1 dep. (hh.); cl. *Everts*)

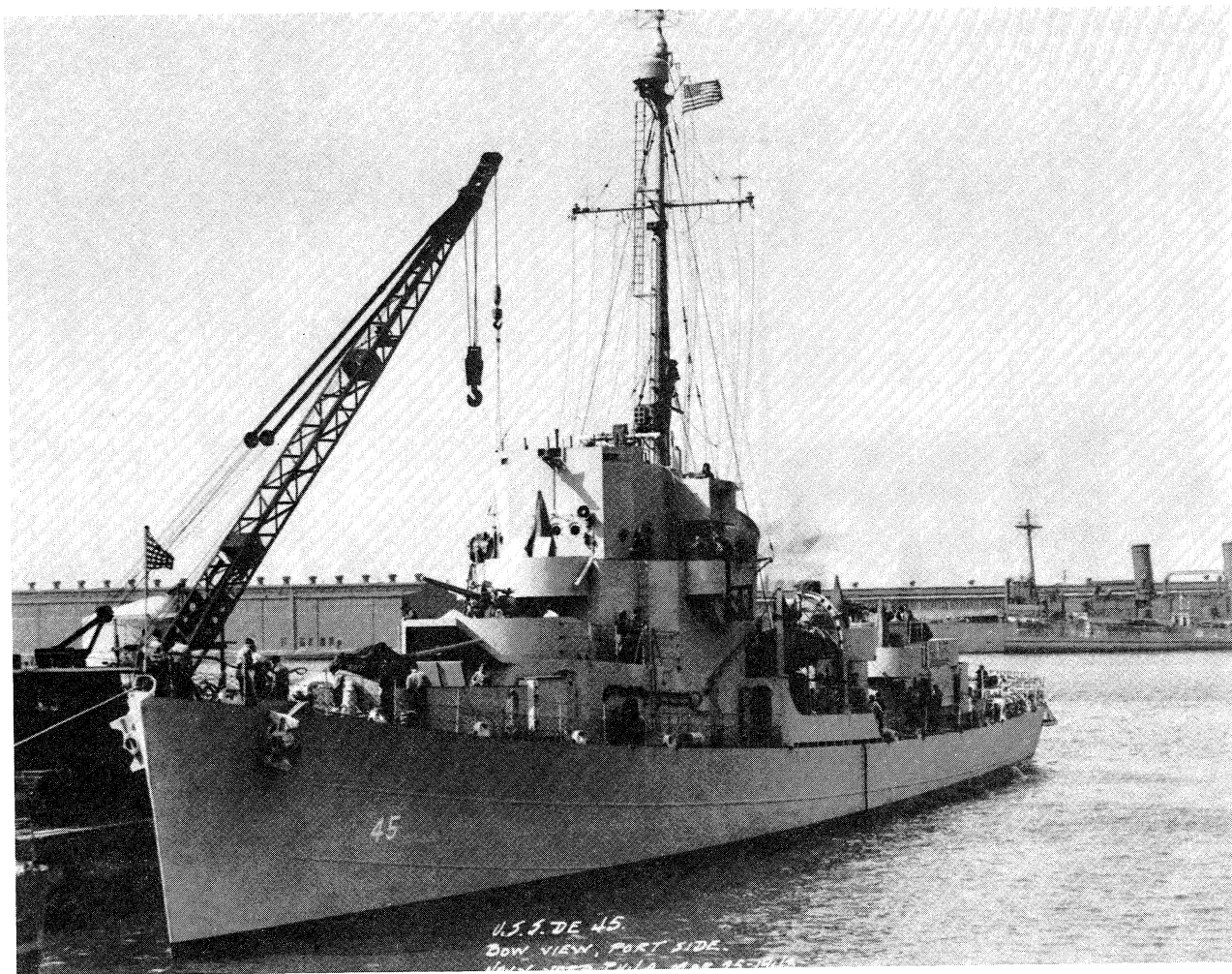
The destroyer escort *Capel*, allocated to the Royal Navy under Lend-Lease and given classification BDE-45, was laid down on 12 February 1942 by the Philadelphia Navy Yard; launched on 24 July 1942; sponsored by Miss Mary Elizabeth Schumacher, the daughter of Capt. Theodore L. Schumacher, USN, who was assigned to the Philadelphia Navy Yard; reclassified to DE-45 on 25 January 1943 when the ship was reallocated to the United States Navy; renamed *Andres* on 4 March 1943; and commissioned at her builders’ yard on 15 March 1943, Lt. Comdr. Clayton R. Simmers in command.

After fitting out, undergoing post-commissioning alterations, and completing acceptance trials, *Andres* proceeded to Bermuda, whence she carried out her shakedown from 12 April to 3 May. Upon completion of this training, she sailed for Philadelphia on 3 May.

While in the course of her homeward voyage, at 1913 on the 4th, she sighted red signal rockets off her port bow and, two minutes later, went to general quarters, changing course toward the direction of the rockets. Soon thereafter, she spotted a dinghy, awash in the sea, containing four men, 1,500 yards off her port bow, and three life rafts lashed together about 1,000 yards beyond. *Andres* then steered various courses and speeds, picking up men from the water; these proved to be the 31 survivors (28 merchant seamen and three members of the Navy armed guard detachment) of USAT *Oneida*, which, after straggling from a coastal convoy en route from New York to Guantanamo Bay, had foundered and sunk in bad weather at 0213 on 4 May, some 70 miles northeast of Cape Charles. The men had drifted nine and a half miles since the sinking. Completing the rescue effort at 1950, and ascertaining from the survivors that no additional boats and rafts had gotten clear of *Oneida* before she had gone down, *Andres* then resumed her voyage to Philadelphia. She moored at the Navy Yard at 1257 on 5 May, and disembarked the 31 rescued men later the same day.

Following post-shakedown repairs and alterations, *Andres* then conducted further training off Rockland, Maine, and out of New London, Conn., before she proceeded to Miami, arriving there on 10 June 1943 for duty with the Operational Training Command, Atlantic Fleet. She then operated principally in the Florida Straits area as a school ship at the Submarine Chaser Training School (SCTS), Miami, indoctrinating student officers and nucleus crews, and interspersed this training with periodic overhauls at the Charleston (S.C.) Navy Yard (19-29 March, 25 June-1 July, and 16-26 October 1944).

Detached from that duty on 28 November 1944, *Andres* proceeded to New York, reaching that port on 1 December 1944, and reported for duty with Escort Division (CortDiv) 80 the following day. After refresher training out of Casco Bay, Maine, the destroyer escort then proceeded to Norfolk, where she was assigned to Task Force 64. Over the next five months, *Andres* operated with CortDiv 80 and escorted convoys to Gibraltar and back. News of the German surrender reached her on 7 May 1945



Andres (DE-45) at the Philadelphia Navy Yard, 25 March 1943. In the background, to the right, lie *Olympia* (IX-40) and the hulk of *Taylor* (DD-94). (NH 92285)

shortly after she had conducted antisubmarine warfare exercises off Mers-El-Kebir in company with her sister ships *Edgar G. Chase* (DE-16) and *John M. Bermingham* (DE-530) and the French submarine *Doris*, and had concluded a "rescue of survivors drill." *Andres* returned to the United States on 28 May 1945.

Following upkeep at New York, *Andres* conducted further training out of Casco Bay before she proceeded back to Miami, arriving there on 20 July. She resumed work as a training ship, this time with the Naval Training Center, Miami. Word of the Japanese surrender, on 14 August 1945, found ship operating south of the Dry Tortugas.

Detached from the Naval Training Center, Miami, on 8 September 1945, *Andres* sailed in company with the other ships of CortDiv 80, and reached the Charleston Naval Shipyard on 9 September 1945 to commence inactivation. Decommissioned there on 18 October 1945, *Andres* was struck from the Naval Vessel Register on 1 November 1945. She was scrapped in February 1946.

Andrew Doria

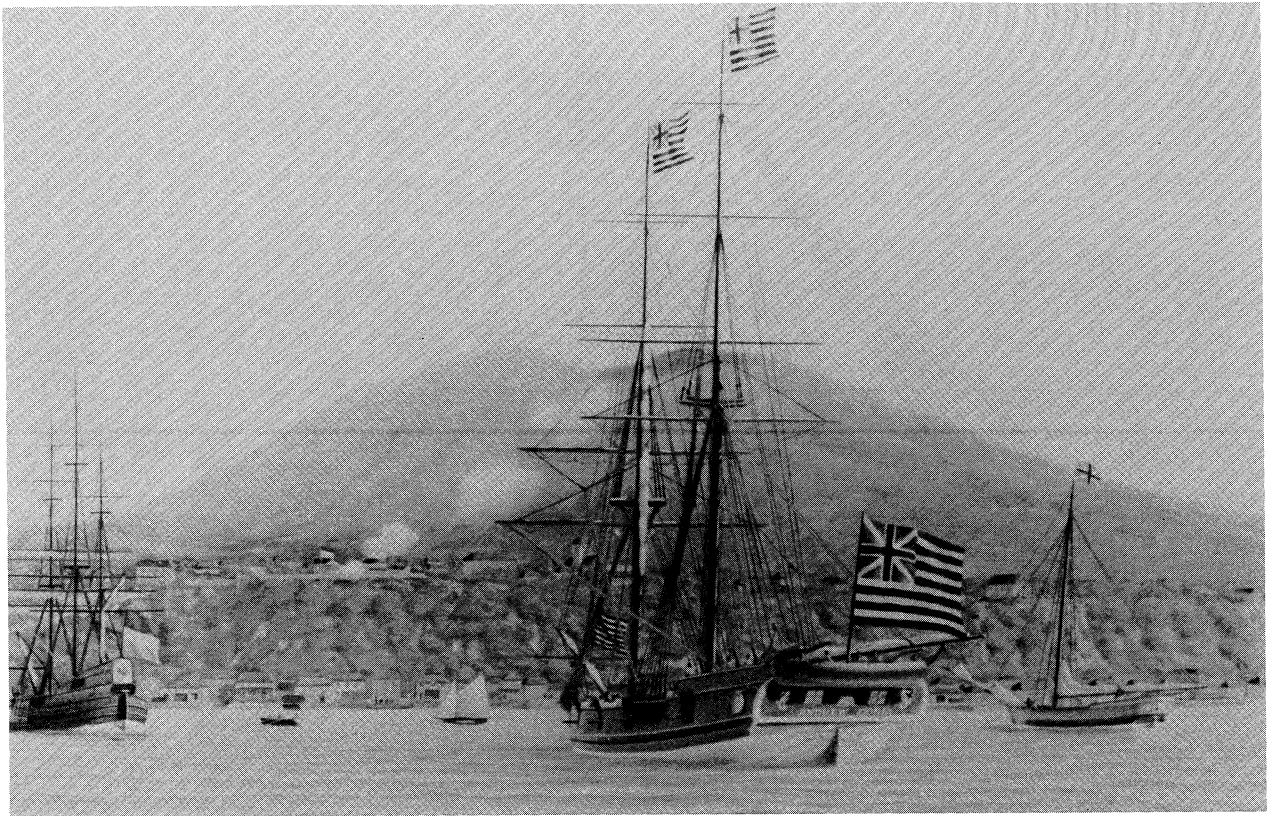
The anglicized spelling of Andrea Doria, a Genoese patriot, statesman, and admiral. Born at Oneglia (now Imperia) on the Gulf of Genoa, on 30 November 1466 of a well-established Geno-

ese family, Doria lost his parents in early childhood. Forced to shift for himself he became a soldier of fortune and, at different times, served under several popes, the kings of Naples and France, and the Holy Roman Emperor. Although, as a mercenary, he fought under many flags, Doria maintained a constant devotion to Genoa, which he liberated from France in the autumn of 1528. Thereafter, he served and controlled the city state for the remainder of his life. Widely recognized as the outstanding naval leader of his era, Doria fought the forces afloat of both the Ottoman Sultan and his Barbary vassals. The Genoese recognized his great contribution to their city by granting him the title, *Liberator et Pater Patria*, "Liberator and Father of our Homeland." After remaining active into his 10th decade, Doria died on 25 November 1560.

I

(Brigantine: cpl. 112; a. 14 4-pdr.)

The first *Andrew Doria* was a merchant brig whose purchase was authorized by the Continental Congress on 13 October 1775. Acquired by the Marine Committee in mid-November, the brig—whose merchant name seems to have been *Defiance*—was renamed *Andrew Doria*, moored in Wharton and Humphreys shipyard, and turned over for conversion to a warship to a trio of men who had won prominence in Philadelphia shipping circles:



Andrew Doria receives a salute from the Dutch fort at St. Eustatius, 16 November 1776, the first rendered to the American flag by a foreign power, as depicted in this painting by Philips Melville. (NH 92866-KN)

Joshua Humphreys, who was given charge of strengthening her hull while opening gunports; John Barry, who was to superintend her rerigging; and John Falconer, who was to oversee matters of ordnance and provisioning.

Three other merchantmen were also bought by the Marine Committee at about the time that it took possession of *Defiance*: the ship *Black Prince*, renamed *Alfred*; the ship *Sally*, renamed *Columbus*; and the brig *Sally*, renamed *Cabot*. The committee gave command of this small fleet to Commodore Esek Hopkins, a Rhode Islander who had commanded privateers during the French and Indian war.

Hopkins's orders called for him to take his fleet to Chesapeake Bay and, if it did not encounter markedly superior enemy forces there, to clear those waters of British warships and Lord Dunmore's fleet which had been preying upon American shipping and annoying coastal settlements. Upon completing that task, Hopkins was to sail south to render similar service in Carolina waters. If, for any reason, Hopkins found it impractical to carry out the above, he was to use his own judgement in conducting such operations which would be "... most useful to the American cause"

Commanded by Capt. Nicholas Biddle, *Andrew Doria* departed Philadelphia on the afternoon of 4 January 1776 as a warship in Hopkins's small fleet, moved down stream, and came to off Liberty Island (Mud Island) shortly after dusk. During the night, the weather turned bitterly cold, freezing the Delaware River from shore to shore and holding the American ships in the grip of the ice for more than a week. With the first thaw, a fifth warship, the sloop *Providence*, joined the American fleet. On the 17th, the ships dropped further downstream to Port Penn on the Delaware shore behind Reedy Island where cold weather returned and they were again ice-bound. They remained there until 11 February when Hopkins was able to move them—and the small sloop *Fly*, which had recently joined the squadron—to Cape Henlopen. There, two vessels from Maryland, the sloop *Hornet* and the schooner *Wasp*, completed Hopkins's force.

On 17 February, *Andrew Doria* and her consorts weighed anchor and, leaving the Delaware capes in their wake, stood out to sea. However, by this time, Hopkins had decided to take advantage of the discretion offered him and skip his missions in the Chesapeake and along the coasts of the Carolinas. Instead, he took his fleet to the Bahamas for a raid on the island of New Providence, to seize a large supply of gunpowder reportedly stored in the two forts that protected Nassau. In the event that his vessels became separated during the voyage south, Hopkins ordered his captain to rendezvous off the southern coast of Abaco Island, which they reached on 1 March. As she stood toward Abaco, *Alfred* captured two small coastal sloops, and Hopkins heard from the prisoners that New Providence lay undefended before him.

That intelligence and the prizes that brought it became the heart of the plan of attack against New Providence which was worked out in a conference of officers held on board the flagship later that day. Nassau Harbor lies on the northern coast of New Providence, immediately above Nassau, and was shielded on the northeast by Hog Island, a long, narrow strip of land running east and west roughly parallel to the shore, and on the northwest by a group of small keys.

Hopkins planned to take the city by frontal assault, slipping his landing party—which consisted of some 270 sailors and marines—into the harbor hidden on board the captured sloops. It was hoped that the American troops would not be detected until they began to dash ashore to assault Fort Nassau, which protected the harbor and the western approaches to the city. Success in this endeavor would enable the fleet to enter the harbor while the fort's guns, then in American hands, held the town at bay.

The marines and sailors embarked in the two prizes on the evening of 2 March and headed for New Providence, hoping to arrive at daybreak. While following the sloops, the fleet attempted to remain out of sight until the landing force had secured the fort. *Andrew Doria*—popularly referred to as "the Black

Brig"—outdistanced her consorts and found it necessary to lay-to until the other American warships caught up.

As the troop-carrying sloops headed into the harbor, Fort Nassau's guns opened fire. The shot fell far short, but clearly demonstrated that the American fleet had been detected and that its intentions had been surmised. Hopkins recalled his ships.

During another conference of officers on board *Alfred*, Hopkins decided to land his troops some two miles down the coast from Fort Montague, which protected the eastern approaches to Nassau. The fleet rounded the eastern extremity of Hog Island and proceeded to Hanover Sound, where most of the ships anchored. The prize sloops, covered by *Wasp* and *Providence*, continued on toward the landing point. The marines and sailors finally went ashore on 3 March and marched to Fort Montague, whose garrison surrendered without offering any real resistance.

Hopkins sent the island's governor a message promising respect for persons and property if powder, ordnance, and military stores were surrendered. Unfortunately, he failed to send any of his warships to guard the entrance to Nassau Harbor, and the governor took advantage of this oversight to ship most of the island's gunpowder to safety at St. Augustine, Fla.

On 4 March, the Americans took Fort Nassau and the town of Nassau. The fleet remained for almost a fortnight, dismantling the guns of the forts and loading the captured materials of war. During this stay in the hot climate of the Bahamas, large numbers of the crew of each ship were stricken by a virulent fever. This complicated an already serious health problem caused by an outbreak of smallpox on all of the warships but *Andrew Doria*, whose men had been protected by vaccination due to the far-sighted insistence of Capt. Nicholas Biddle. As a result of their immunization, *Andrew Doria* was selected to serve as a hospital ship for the fleet and continued in this role for the remainder of the expedition.

On the afternoon of the 16th, Hopkins's fleet finally departed Nassau and headed north. During the homeward voyage, *Andrew Doria* joined *Providence* in overhauling a schooner which, since she proved to be a South Carolina vessel bound for France, the Americans released to resume her voyage. The next day, *Andrew Doria* and *Fly* carried out another wild goose chase pursuing a schooner which proved to be French and thus had to be released.

About an hour after midnight on 6 April, a lookout in *Andrew Doria*'s rigging sighted two vessels to the southeast. Biddle passed the word of the discovery to Hopkins who ordered the fleet to head for the strangers. Since the larger ship headed toward the Americans, before long she was within hailing distance and identified herself as "... his majesty's ship of war *Glasgow* . . ." A broadside from *Cabot* into the British frigate opened a fierce fight in which the American men-of-war were unable to fight as a squadron. In attempting to avoid a salvo from the English frigate, *Cabot* crossed *Andrew Doria*'s bow, forcing Biddle's brig onto a port tack which avoided a collision but took her away from the action. Meanwhile, *Alfred* and *Columbus*, Hopkins's largest warships, took on *Glasgow* but received worse punishment than they inflicted.

Just as *Andrew Doria* had worked himself into position to reenter the engagement and opened fire, *Glasgow*'s captain, realizing that he was overmatched, stood off to the northward. *Andrew Doria*, followed at a distance by her consorts, gave chase and kept up a running fight with her bow chasers until recalled by Hopkins, lest *Glasgow* lead his little fleet into the jaws of the powerful Royal Navy squadron then operating in Rhode Island waters. When the American fleet had reformed, it retired to New London, Conn., where it arrived on the morning of 8 April.

Instead of a respite, however, *Andrew Doria* immediately began preparations to return to sea on a reconnaissance cruise ordered by Hopkins and was ready to sail shortly after mid-afternoon on the day of her arrival. However, light wind, fog, and a grounding kept the brig from reentering the Atlantic until nightfall of 9 April. About midday of the 12th, a cry from aloft reported the sighting of a sail near Montauk Point. After an hour's chase, *Andrew Doria* pulled abreast of *John and Joseph*, a schooner originally owned by Nathaniel Shaw of New London, which British frigate *Scarborough* had captured off the coast of Georgia and which was headed for Halifax, Nova Scotia, under a prize crew. *Andrew Doria* headed back to New London with the recapture and reached that port on 14 April.

While she was in port, "the Black Brig" unloaded the ordnance captured from Nassau and was careened to have her bottom

scraped. Meanwhile, Hopkins had sailed with the rest of his fleet to Providence, R.I., and the brig weighed anchor shortly after daybreak on 4 May to rejoin them. She escorted two American merchantmen to a safe offing and then headed for the entrance to Narragansett Bay which she reached the following morning. She sailed up the bay and anchored with the fleet below Providence that afternoon.

A week later, Hopkins directed Biddle to prepare his ship for a cruise in company with *Cabot*. The two ships got underway on 19 May and, on their first night out, were chased by the Royal Navy frigate *Cerberus*. Their commanding officers having previously agreed to separate in the event of an encounter with a clearly more powerful foe, *Cabot* turned eastward toward Nantucket Shoals while *Andrew Doria* headed south and within an hour had lost sight of both her consort and their pursuer.

On the morning of 21 May, the brig spotted and set out after a large ship which proved to be *Two Friends*, a sloop laden with sugar rum, molasses, and salt from the Virgin Islands and bound for Liverpool. Biddle placed a prize crew on board the vessel and sent her to Newport which she reached on the 25th and where she was condemned and sold.

During ensuing days, *Andrew Doria* cruised in a northeasterly direction hoping to encounter British transports bringing reinforcements to America for a spring offensive, but encountered nothing until 29 May when a lookout in the maintop called down word of two ships to northward which he could see but not identify in the false dawn. Biddle immediately ordered a pursuit. Two hours later, the brigantine reached hailing distance of her closer adversary, a transport whose otherwise smooth sides were interrupted by seemingly countless gunports from which cannon protruded. Instead of fighting, the strange ship identified herself as the unarmed British transport *Oxford*, which was bringing troops from Glasgow. She took in her sails and lowered a boat which carried her master to *Andrew Doria*. The weapons staring from her gunports proved to be wooden dummies. As soon as *Oxford*'s master had come on board his captor, *Andrew Doria* got underway again after the second ship which she soon overtook and captured without a fight. Identified as the transport *Crawford*, she and her consort had sailed from Scotland in a convoy which also included 31 other transports who were also carrying soldiers belonging to two Highland regiments. Besides their crews and their troops, each of *Andrew Doria*'s two new prizes also carried the wives and children of some of the Scottish officers and soldiers.

After placing prize crews in the transports and bringing all weapons, officers, and navigators from the British ships on board *Andrew Doria*, the three ships headed westward toward home. The voyage proved to be uneventful for almost a fortnight. Then, on the morning of 11 June, five ships appeared on the horizon, approaching Biddle's little convoy from the northwest. Apparently confronted by a substantially superior force, Biddle again resorted to his old tactics for such a situation—he scattered his ships in the hope that some, if not all, would escape. *Crawford* sailed off to the southwest and *Oxford* headed west, while *Andrew Doria* stood eastward. She never saw her prizes again.

The Scottish highlanders in *Oxford* overpowered the American prize crew and took the ship to Hampton Roads, hoping to be welcomed by Lord Dunmore's Loyalist government of Virginia. When they reached Norfolk, however, they were surprised to find that Dunmore and his Tory followers had abandoned Virginia and withdrawn to Gwynn's Island in the Chesapeake, and were promptly arrested by patriotic officials of Virginia and *Oxford* again fell into American hands.

Crawford, unfortunately, fell prey to the British frigate *Cerberus* after a day-long chase. After eluding the British ships which had scattered his little convoy, Biddle headed *Andrew Doria* back toward Narragansett Bay, and the brig reached safety in Newport harbor on 14 June.

Ten days later, Biddle headed *Andrew Doria* out to sea again to escort *Fly* to New London where they arrived on the afternoon of 26 June. The armed schooner got underway again the next day to deliver the cannon captured at Nassau to New York. Biddle departed himself on 30 June and headed *Andrew Doria* north toward Cape Sable but saw no other vessel until 11 July when a lookout sighted a large ship to the northeast. The brigantine overhauled the stranger after a brief chase and Biddle learned that this prize was the merchantman *Nathaniel and Elizabeth*, heavily laden with sugar and rum from Jamaica, bound for London. He put a prize crew on board with orders to take her to

the nearest friendly port and then resumed his cruise, ultimately anchoring in Newport harbor on the afternoon of 21 July. Unfortunately, *Nathaniel and Elizabeth*, Biddle's last prize, ran aground while fleeing from *Cerberus* and was a total loss.

Andrew Doria departed Newport on 10 August in company with *Columbus*, but after cruising together for more than a week they encountered a British ship-of-the-line and fled in opposite directions, with *Andrew Doria* headed for waters off Bermuda. Biddle soon came upon a large heavily laden ship and ordered the stranger to "heave to and send your master on board."

The prize proved to be *Molly*, which had belonged to a Jonathan Hudson of Maryland, but had been seized early in the war by Virginia's Governor Dunmore. Commanded by Bridger Goodrich, a member of a large and highly unpopular Norfolk Tory family, *Molly* had left Hampton Roads carrying some 15,000 bushels of wheat which Dunmore had confiscated from the plantations of Virginia patriots and was sending to Halifax, Nova Scotia, for the use of royal troops gathering there in preparation for planned offensive operations against New York. Biddle removed *Molly's* Tory sailors and two slaves and replaced them with a prize crew. *Molly* reached Philadelphia on 17 September.

The day after she took *Molly*, *Andrew Doria* captured another vessel belonging to Dunmore's fleet, the brig *Maria*, with his loyalist followers and their belongings. Four slaves were among the passengers, and Biddle brought them on board his ship before letting the Tory refugees continue their voyage to Bermuda. The following day, the 110-ton merchant brigantine *Lawrence* fell into Biddle's hands, yielding a cargo of rum, sugar, limes, sea coal, copper, and tinware. *Lawrence* was soon followed by another 110-ton brigantine, *Elizabeth*, which was carrying cargo to support the British forces that were invading New York. Both vessels arrived safely at Rhode Island and were tried on 1 October. Soon thereafter, the brig *Betsy*—another of Dunmore's fleet evacuating Tories from Gwynn's Island—became a prize and, after removing her slaves, Biddle let her proceed. Biddle's next victim—the brig *Peggy*, bound for St. Augustine, Fla., with more of Dunmore's loyalists—was sent to Providence under a prize crew.

From the four of Dunmore's vessels, Biddle had freed 15 slaves. He kept them on board for a few days more, cruising near Bermuda, and then headed for the Delaware capes which he entered on the morning of 17 September. After sailing up Delaware Bay, he anchored at Chester, Pa., that evening.

This ended his last cruise in the brigantine, because he had been selected to command *Randolph*, one of the four new frigates being built at Philadelphia for the Continental Navy. Capt. Isaiah Robinson took command of *Andrew Doria*, and he took her down the Delaware on 17 October for a voyage to the West Indies to obtain a cargo of munitions and military supplies at St. Eustatius. When she reached that Dutch island on 16 November, *Andrew Doria* fired a salute of 11 guns and received a reply—the first salute to an American flag on board an American warship in a foreign port.

When the brig had loaded her cargo, she got underway for Philadelphia. While sailing past Puerto Rico on her homeward voyage, *Andrew Doria* fought the Royal Navy's 12-gun sloop of war *Racehorse* in a two-hour battle which ended when the British warship struck her colors. Robinson placed an American crew on board the prize with orders to take her to Philadelphia where she arrived early in January 1777. She was purchased by the Continental Navy and renamed *Surprise*.

Andrew Doria also captured the snow *Thomas* on 12 December, bound from Jamaica with mahogany and logwood; Robinson gave command of her to Lt. Joshua Barney, who brought *Thomas* to Chincoteague Inlet on 26 December, only to be retaken by the British frigate *Perseus* on 12 January 1777.

Andrew Doria remained in the Delaware into the spring. On 18 April, *Surprise* and *Fly*, and two Pennsylvania Navy row galleys, were ordered to clear the Cape May channel of British frigates and sloops. The following month, *Surprise* and *Columbus* were ordered to sail for the West Indies to rendezvous with Biddle's new frigate *Randolph* at Abaco to prey on the Jamaica fleet. However, since no records of such an operation have been found, we must assume that it never got underway. On 25 August, *Andrew Doria*, together with the frigate *Delaware*, ship *Champion*, sloop *Surprise* and two Pennsylvania Navy fire ships were ordered to again clear the Cape May channel of British frigates, but this project came to nought.

Andrew Doria remained in the Delaware as part of the forces charged with defending Philadelphia after the mighty British fleet under Vice Admiral Lord Howe entered the river in September 1777. Following the British occupation of Fort Mifflin on 16 November 1777, *Andrew Doria*, with the remaining ships of the Continental Navy, sought shelter under the guns of Fort Mercer, at Red Bank, N. J. With the evacuation of Fort Mercer on 20 November, Capt. Robinson gave orders on 21 November for the ships to be burned to prevent capture. This was done shortly thereafter.

II

(IX-132: dp. 13,800; l. 395'4"; b. 51'7"; dr. 30'6"; s. 10 k.; cpl. 102; a. 2 3", 8 20mm., 2 .30-cal. mg.)

Julio Fasio was a tanker built in 1908 at Glasgow, Scotland, by Napier & Miller, Ltd. She was owned and operated by the Italian government until scuttled off Tampico, Mexico, in 1941 to avoid capture. Sometime in 1943 the ship was raised, underwent repairs at Galveston, Tex., and renamed *Alcibiades*. She sailed from Galveston on 16 December, bound for New Guinea, where she plied the coast carrying crude oil for six months. The vessel was acquired by the Navy on a bareboat basis on 18 August 1944 at Brisbane, Australia, and was placed in commission as *Andrew Doria* (IX-132) on 23 August 1944, Lt. Howard Buehler in command.

Upon her commissioning, *Andrew Doria* joined Service Force, 7th Fleet. She then steamed to Cairns, Australia, for overhaul. The ship left Cairns on 9 October and proceeded to Manus, Admiralty Islands, where she served as a station oiler until 22 December, when she got underway for the Philippine Islands.

Andrew Doria reached Leyte on 9 January 1945 and joined an invasion support group which stood off Lingayen Gulf, where she arrived on the 13th. The tanker fueled various ships during the Lingayen operations and remained in Philippine waters through the end of World War II. Upon her return to the United States, *Andrew Doria* was decommissioned on 28 February 1946 and was transferred to the War Shipping Administration on that same day for disposal. Her name was struck from the Navy list on 20 March 1946.

Andrew Doria won one battle star for her World War II service.

Andrew, Henry, see *Henry Andrew*

Andrew J. Higgins

Andrew Jackson Higgins—born on 28 August 1886 in Columbus, Nebraska—left his native town in 1906 to enter the lumber business in Mobile, Ala. Four years later, Higgins became manager of a German-owned lumber-importing firm in New Orleans. In 1922, he formed his own company, the Higgins Lumber and Export Co., importing hardwood from the Philippines, Central America, and Africa and exporting cypress and southern pine. In pursuing these ends he acquired a fleet of sailing ships—said to have been the largest under American registry at that time. To service this fleet, he established his own shipyard which built and repaired his cargomen as well as the tugs and barges needed to support them.

In 1926, four years after founding the Higgins Lumber and Export Co., the industrialist and shipbuilder designed the Eureka boat, a shallow-draft craft for use by oil drillers and trappers in operations along the Gulf coast and in lower Mississippi River. With a propeller recessed into a semi-tunnel in the hull, the boat could be operated in shallow waters where flotsam and submerged obstacles would render more usual types of propellers almost useless. Higgins also designed a "spoonbill" bow for his craft, allowing it to be run up onto riverbanks and then to back off with ease. His boats proved to be record-beaters; and, within a decade, he had so perfected the design that they could attain high speed in shallow water and turn practically in their own length.

Stiff competition, declining world trade, and the employment of tramp steamers to carry lumber cargoes combined to put Higgins' Lumber and Export Co. out of business. Nevertheless, the indefatigable Higgins—who laughed at adversity and whose

vocabulary did not include the word "impossible"—kept his boatbuilding firm (established in 1930 as Higgins Industries) in business, constructing motorboats, tugs and barges, not only for private firms and individuals but also for the Coast Guard.

Fortuitously, the Marine Corps—always interested in finding better ways to get men across a beach in an amphibious landing and frustrated that the Bureau of Construction and Repair could not meet its requirements—began to express interest in Higgins' boat. When tested in 1938 by the Navy and Marine Corps, Higgins' Eureka boat surpassed the performance of the Navy-design boat and was tested by the services during fleet landing exercises in February 1939. Satisfactory in most respects, the boat's major drawback appeared to be that equipment had to be unloaded, and men disembarked, over the sides—thus exposing them to enemy fire in a combat situation.

The Japanese, however, had been using ramp-bowed landing boats in the Sino-Japanese War since the summer of 1937—boats that had come under intense scrutiny by the Navy and Marine Corps observers at Shanghai in particular. When shown a picture of one of those craft, Higgins soon thereafter got in touch with his chief engineer, and, after describing the Japanese design over the telephone, told the engineer to have a mock-up built for his inspection upon his return to New Orleans.

Within one month, tests of the ramp-bow Eureka boat in Lake Ponchartrain showed conclusively that successful operation of such a boat was feasible. From these humble beginnings came what became known as the LCVP (landing craft, vehicle, personnel), or simply, the "Higgins Boat." A larger version, originally classified as a "tank lighter" came on its heels, the precursor of the LCM (landing craft, mechanized).

During World War II, Higgins' industrial plants turned out a variety of equipment for the Navy: landing craft, motor torpedo boats (PT), torpedo tubes, gun turrets, and smoke generators.

The inventor and holder of some 30 patents pertinent to amphibious landing craft and vehicles, Andrew J. Higgins died in New Orleans on 1 August 1952.

(T-AO-190: dp. 39,400 (f.); l. 668.5'; b. 93.5'; dr. 35' (f.); s. 20 k.; cpl. 116; cl. *Henry J. Kaiser*)

Andrew J. Higgins (T-AO-190) was laid down on 21 November 1985 at New Orleans, La., by the Avondale Shipyards, Inc.; launched on 17 January 1987; sponsored by Mrs. Andrée Higgins Stefferud; and delivered to the Navy on 22 October 1987.

Placed in service with the Military Sealift Command (MSC) soon thereafter, the oiler was assigned to MSC's Pacific Ocean contingent.

Andrew Jackson

Andrew Jackson—born on 15 March 1767 at Waxhaw Settlement in Lancaster County, S.C.—fought for American independence during the Revolutionary War and was captured by the British while participating in the Battle of Hanging Rock on 6 August 1780. After the war, he studied law at Salisbury, N.C., and was admitted to the bar in 1787.

The following year, he moved to Tennessee and, before long, had acquired the tract of land where he later built his home, the Hermitage. In 1796, Jackson took part in the Tennessee constitutional convention and was elected as the new state's first member of the Federal House of Representatives. Although elevated to the Senate the following year, he left Washington in 1798, soon joined the Tennessee Superior Court, and remained on the bench until 1804.

Commissioned major general of the Tennessee militia in 1802, Jackson led the state forces that defeated the Creek Indians at the Battle of Horseshoe Bend. Commissioned a major general in the United States Army, he commanded the American troops that routed British forces driving toward New Orleans on 8 January 1815 and thus achieved the national renown which first prompted the public to view him as presidential timber.

He later led expeditions into Florida to protect the rights of American citizens there, but received considerable criticism for his execution of two outlaws who were British subjects, an act that brought the United States near to war with both England and Spain. The later purchase of Florida partially vindicated his position.

A candidate for the Presidency in 1824, Jackson received a

larger popular vote than any other candidate; but, since no one had a majority, the choice of the president was left to the House of Representatives which picked John Quincy Adams. However, Jackson won a landslide victory four years later and, on 4 March 1829, began the first of two terms in the White House. His administration was characterized by a democratization of the nation, strong support of the Federal government; the introduction of the spoil system; the confinement of Indian tribes on reservations; and a victorious struggle against the wealthy and aristocratic elements in the nation in his battle opposing the recharter of the National Bank.

Jackson died at the Hermitage on 8 June 1845.

I

(Sch: t. 112; lbp. 73'4"; b. 20'6"; dph. 7'4"; a. 6 guns)

The cutter *Andrew Jackson* was built at the Washington Navy Yard in 1832 for the United States Revenue Cutter Service and—under the command of Capt. W. A. Howard, USRCS—sailed late in the year to Charleston, S.C., to be on hand there to support the Federal Government during the nullification crisis over new tariff laws. She and four other cutters forced ships arriving from foreign ports to anchor under the guns of Fort Moultrie and store their cargoes in the fort until the duties on them were paid at the newly established customhouse at Castle Pinckney.

Tension subsided before the advent of spring, but the cutter—which carried the name of the President who had championed the Union cause during the Constitutional crisis—remained in Charleston harbor for regular duty. She apparently served there until relieved by *Jefferson* on 25 November 1834.

Andrew Jackson then cruised along the coast to discourage smuggling operations and to assist distressed shipping. A year later, she operated briefly in the Chesapeake Bay before heading south to support Army and Navy operations along the coasts of Florida and Georgia during the Seminole War. Besides observing the activities of the Indians as she cruised along the shore, she inspected other revenue cutters and their stations as well as the lighthouses she passed.

The ship returned north in the summer of 1837 but was directed on 19 September of that year to prepare for more service on the Florida coast under orders of the Secretary of the Navy. However, before beginning that mission, she got underway from Baltimore on an unsuccessful search for ". . . the pirate that had captured packet ship *Susquehanna*." The cutter finally sailed for Pensacola, Fla., on 31 October and operated in the gulf. On 4 December, she moved via Tampa Bay to Charlotte Harbor to cooperate with the Army. *Andrew Jackson* remained in the gulf until returning to Baltimore on 7 April 1838, but headed back toward Southern waters again on 16 June. She returned to Baltimore that autumn, but set a course for Savannah, Ga., on 28 November 1838. She was called back to Baltimore late in the spring of 1839. Following the end of the Seminole War, the cutter carried out a similar pattern of activity, alternating duty at Baltimore, Philadelphia, and New York with service in Southern climes.

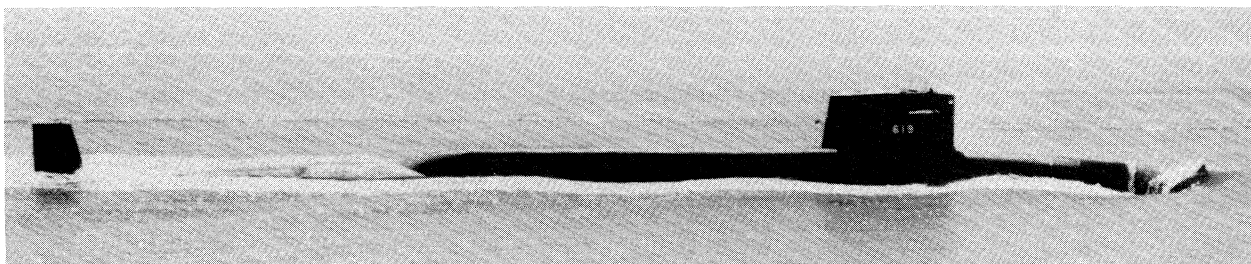
Soon after the beginning of the Civil War, the ship entered the New York Navy Yard to receive armament. She departed New York on 26 April 1861 and sailed for Baltimore on 10 September. She served at that port throughout the conflict and, after the fighting ended, was sold there in October 1865.

II

(SSBN-619: dp. 7,250 (surf.), 8,250 (subm.); l. 425'; b. 33'; dr. 31'6"; s. 20 + k.; cpl. 145; a. 16 Polaris, 4 21" tt.; cl. *Lafayette*)

Andrew Jackson (SSBN-619) was laid down on 26 April 1961 at Vallejo, Calif., by the Mare Island Naval Shipyard; launched on 15 September 1962; sponsored by Mrs. Estes Kefauver, the wife of Senator Kefauver of Tennessee; and commissioned on 3 July 1963, Comdr. Alfred J. Whittle, Jr., (Blue crew) and Comdr. James B. Wilson (Gold crew) in command.

Following commissioning, the nuclear-powered fleet ballistic missile submarine sailed via the Panama Canal to the east coast. On 1 and 11 October, during shakedown training out of Cape Canaveral, Fla., she successfully launched A-2 Polaris missiles; and, on 26 October, she sent A-3X Polaris missiles into space in



Andrew Jackson (SSBN-619), 4 June 1963. (USN 1073880)

the first submerged launching of its type; and she repeated the feat on 11 November. Five days later and six days before his assassination, on 16 November 1963, President John F. Kennedy—embarked in *Observation Island* (EAG-154)—observed *Andrew Jackson* launch another A-2 polaris missile from a point off Cape Canaveral and congratulated Comdr. Wilson and his crew for “impressive teamwork.” In late November, *Andrew Jackson* entered the Charleston Naval Shipyard, Charleston, S.C., for post-shakedown availability.

The yard work was completed on 4 April 1964, and *Andrew Jackson* was assigned to Submarine Squadron 16, Submarine Force, Atlantic Fleet. In May, she departed her home port, Charleston, for her first patrol and continued to conduct deterrent patrols from the advanced base at Rota, Spain, through 1973. On 19 March of that year, the submarine arrived at the Electric Boat Division, General Dynamics Corp., Groton, Conn., for a conversion to Poseidon.

This modernization and repair task was completed on 7 August 1975, and the ship sailed to Exuma Sound, Bahamas, for acoustic trials. Next she reported to Cape Canaveral, Fla., for Poseidon missile tests. In December, *Andrew Jackson* returned to Groton, her new home port, for the Christmas holidays.

Post-shakedown operations continued in 1976. During February, the submarine conducted nuclear weapons acceptance tests and made port visits at Roosevelt Roads, Puerto Rico; St. Croix, Virgin Islands; and Ft. Lauderdale, Fla. She sailed to Charleston on 5 March and entered the Charleston Naval Shipyard on 8 March for an availability period. *Andrew Jackson* was underway again on 9 May and returned to New London, Conn., in June. The next four weeks were spent in midshipman training cruises in the New London operating area. In late July, she left New London for her first strategic deterrent patrol after her Poseidon conversion. When the patrol was completed, *Andrew Jackson* entered her advanced base at Holy Loch, Scotland. In 1977, patrols from Holy Loch were interspersed with port visits at Halifax, Nova Scotia, and New London. In September, a refit was conducted at Charleston, then the submarine returned to Holy Loch. *Andrew Jackson* continued her deterrent patrols from Holy Loch through 1985.

Andrews

Cities in South Carolina and Texas.

(PC-606: dp. 280; l. 173'8"; b. 23'; dr. 6'6"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 det., 2 dcp.; cl. PC-461)

PC-606 was laid down on 14 April 1942 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 8 January 1943; and placed in commission at New York City on 7 August 1943.

After brief shakedown training in the waters off Miami, Fla., PC-606 sailed for Havana, Cuba, where she arrived on 11 September and reported to Commander, Eastern Sea Frontier. The ship then conducted antisubmarine warfare (ASW) exercises and patrols in Cuban waters. She left Cuba, bound for Miami, where she joined a northbound convoy on 27 September. The vessel sailed into New York harbor on 3 October. She was then assigned antisubmarine patrol and escort duties. In this capacity, PC-606 made several voyages escorting convoys from New York City to Guantanamo Bay, Cuba.

In December, the ship was ordered to the Pacific. She tran-

sited the Panama Canal and proceeded—via Bora Bora, Society Islands—to Espiritu Santo, New Hebrides. PC-606 reached that port on 31 January 1944 and assumed ASW and escort duties with ships of the Pacific Fleet. Among her areas of operation were the Solomon Islands, Tarawa, Eniwetok, Guam, Saipan, and Iwo Jima. She continued her escort and patrol duties through the duration of World War II. The ship left Guam on 14 March 1946 and proceeded via Pearl Harbor back to the United States.

PC-606 reached San Pedro, Calif., in mid-May but left the west coast on 21 October bound, via the Panama Canal, for Charleston, S.C. Upon her arrival there on 21 November, the vessel was assigned to the 16th Fleet and, shortly thereafter, began preparations for deactivation. She was placed out of commission on 24 March 1947 and berthed at Green Cove Springs, Fla. While still in reserve, the ship was named *Andrews* (PC-606) on 15 February 1956. Her name was struck from the Navy list on 5 September 1957, and she was subsequently sold to the Boston Metals Co. for scrapping.

Andromeda

A constellation located in the northern sky south of Cassiopeia and named for Andromeda, in Greek mythology the beautiful daughter of the Ethiopian King, Cephus, and of Cassiopeia. Her mother later angered Poseidon by boasting that Andromeda was more fair than Juno and the Nereides. The sea god retaliated by flooding Ethiopia and by sending a monster ashore to ravage the land. When the terrified people of the country turned to Ammon for counsel, that oracle warned them that their dangers could be ward off only by surrendering Andromeda to the monster.

Accordingly, the maiden was chained to a rock on the beach. However, before the fiend could devour the lass, the hero Perseus—flying back from his victorious encounter with the Gorgons—saw the helpless damsel and was entranced by her beauty. To save her, he uncovered Medusa's horrible head before the monster and thus turned him into stone.

Upon freeing Andromeda, Perseus married the grateful girl who bore him many children. After Andromeda's death, Athena placed her in the heavens as a constellation.

The Dutch freighter *Andromeda*—seized by United States customs officials at New Orleans on 6 April 1917—was transferred to the Navy the following month, earmarked for operation by the Naval Overseas Transportation Service. However, she was renamed *Bath* (q.v.) on 9 June 1917 in General Order No. 301, over a month before her commissioning.

I

(AKA-15: dp. 13,910 (tl.); l. 459'3"; b. 63'0"; dr. 26'4"; s. 16.5 k. (tl.); cpl. 404; a. 1 5", 4 3"; cl. *Andromeda*; T. C2-S-B1)

Andromeda (AK-66) was laid down on 22 September 1942 at Kearny, N. J., by the Federal Shipbuilding & Drydock Co. under a Maritime Commission contract (MC hull 199); launched on 22 December 1942; sponsored by Mrs. Janet Roper; reclassified an attack cargo ship and redesignated AKA-15 on 1 February 1943; delivered to the Navy on 30 March 1943; and commissioned at the New York Navy Yard on 2 April 1943, Comdr. William A. Fly in command.

The attack cargo ship made her maiden voyage late in April

from New York to Norfolk, Va., and then conducted shakedown training in Chesapeake Bay. On 8 June, she put to sea with a convoy bound for the Mediterranean Sea. *Andromeda* arrived in Mers el Kebir, Algeria, on the 22d and began training for the invasion of Sicily. On 5 July, the attack cargo ship left Oran, Algeria, with Task Force (TF) 85 and set a course for the southern coast of Sicily. She and her colleagues in Cent Force arrived in the transport area off Scoglitti during the night of the 9th and 10th. Allied troops stormed ashore in the darkness of the early morning hours of the 10th, and *Andromeda* spent the next two days disgorge her cargo. Late in the evening of the 12th, she departed the area in company with *Ancon* (AGC-4), 10 other auxiliaries, and an escort of nine destroyers.

Returning to Oran, *Andromeda* spent the next few weeks at several locations on the North African coast preparing for another amphibious assault. On 5 September, the attack cargo ship stood out of Mers el Kebir with Task Group (TG) 81.2, the transport group of the Southern Attack Force for the invasion of the Italian mainland just to the southeast of Naples on the shores of the Gulf of Salerno. She arrived at her destination late in the evening of the 8th. Early the next morning, troops of the Army's 36th Division stormed ashore at Salerno. *Andromeda* remained in the transport area in the gulf until the 10th discharging troops and equipment to fuel the offensive. She departed the area during the last watch of the 10th with a convoy bound for Oran, Algeria. The attack cargo ship anchored in Oran on the morning of the 14th. On the 19th, she headed back to Salerno carrying supplies and reinforcements. *Andromeda* unloaded at Salerno on the 22d and the 23d and then embarked upon the return voyage to Algeria.

She arrived at Mers el Kebir on 26 September. The attack cargo ship spent almost six weeks practising amphibious landings with American and Free French troops on the Algerian coast at Mers el Kebir, Oran, and Arzew. Between 5 and 7 November, she made the passage to Bizerte, Tunisia, where she loaded cargo and embarked troops until the 19th. Departing Bizerte, *Andromeda* made a six-day stop at Mers el Kebir between 23 and 29 November and an overnight pause at Oran on the 29th and 30th before joining a convoy bound for the British Isles. The ship visited Belfast in northern Ireland and several ports in Scotland and then headed across the Atlantic on 18 December.

Andromeda arrived in Norfolk, Va., on 2 January 1944 and began a yard overhaul on the 3d. On 13 and 14 February, the attack cargo ship made the passage to New York. She loaded cargo at New York and then, on 27 February, put to sea with a convoy bound for Europe. She reached Newport in Wales on 9 March and unloaded cargo on the 10th, 11th, and 12th. After visiting several Scottish ports, *Andromeda* stood out of the River Clyde on 29 March and shaped course for North Africa. The ship reached Mers el Kebir again on 6 April and spent the next two months conducting amphibious training on the Algerian coast between Mers el Kebir and Arzew.

On 16 June, the attack cargo ship left the North African coast for the Italian boot. She entered Naples on the 19th and remained there until the 23d. Steaming by way of Palermo, Sicily, *Andromeda* made Algiers on 7 July. She loaded cargo and got underway again for Naples on the 8th. Arriving at her destination on 10 July, she divided her time between Naples and the Gulf of Pozzuoli for the rest of the month. *Andromeda* spent the first part of August in the Bay of Castellamare waiting for the beginning of Operation "Dragoon," the invasion of southern France. The attack cargo ship left the Bay of Castellamare on 12 August and arrived off the invasion beaches on the 15th. She unloaded her cargo and headed back to Oran on the 16th. For over two months, the ship went back and forth across the Mediterranean Sea carrying supplies and reinforcements from North Africa to the armies operating ashore in southern France.

On 25 October 1944, however, she set out from Mers el Kebir to return to the United States. *Andromeda* arrived in Boston, Mass., on 8 November and commenced a month of repairs on the 9th. After loading cargo at Davisville, R.I., the attack cargo ship put to sea for the journey to the Pacific. Steaming by way of Norfolk, she arrived in the Canal Zone at the end of December, transited the canal on the 31st and resumed her voyage west on New Year's Day 1945. She entered Pearl Harbor on 15 January and began the ubiquitous cargo loading operation. On 24 January, the ship got underway for the southwestern Pacific. She un-

loaded cargo at Noumea, New Caledonia, between 3 and 7 February and then returned to sea bound for the Solomon Islands.

On 10 February, *Andromeda* arrived at Guadalcanal. She spent the ensuing five weeks in the Solomon Islands carrying out amphibious exercises in preparation for the assault on Okinawa. The attack cargo ship left the Solomons on 15 March bound ultimately for the campaign about to unfold in the Ryukyu Islands. She entered Ulithi Atoll in the Caroline Islands on the 21st and bided her time until the 27th when her portion of the invasion force sortied from the lagoon. *Andromeda* arrived in the transport area off Okinawa on L-day, 1 April. The soldiers and marines carried out their landing that morning, and support ships like *Andromeda* began to disgorge supplies and equipment. The attack cargo ship stayed in the vicinity for nine days. During that time, the Japanese launched massive air attacks in an attempt to thwart the offensive. *Andromeda* went to general quarters time after time to help beat off the aerial onslaught and, on at least one occasion, helped to splash one of the intruders.

The attack cargo ship cleared the Ryukyu Islands on 9 April and laid in a course for Hawaii. She pulled into Pearl Harbor on the 24th and loaded cargo until near the middle of May. On 12 May, *Andromeda* put to sea on her way back to Okinawa. Steaming by way of Eniwetok in the Marshalls and Ulithi in the Carolines, the ship reached Okinawa on 7 June. She stayed there for a week then headed back to Pearl Harbor on the 14th. *Andromeda* reentered Pearl Harbor on 29 June and then conducted training at Maui before setting a course for the Mariana Islands. She reached Saipan on 28 July and passed a fortnight in the Marianas. *Andromeda* returned to sea on 11 August, and hostilities ended four days later when she was half the way to the Solomons. She spent the period 18 to 23 August in the Solomons and returned to the Marianas at Guam on the 30th.

During the two months following Japan's surrender, *Andromeda* carried out two missions to the home islands and made a voyage to Manila in the Philippines. After embarking servicemen at Sasebo, Japan, the attack cargo ship got underway for the United States on 6 November. After a nonstop voyage, she returned to American soil at Seattle, Wash., on 22 November. The ship spent four weeks there before heading south to San Francisco, Calif., where she arrived on 22 December 1945.

Andromeda remained on active duty during the late 1940's and early 1950's. She made cargo runs between the west coast and American bases at such places as Pearl Harbor, Midway, Wake Island, Kwajalein, Guam, and Saipan. In September and October of 1949, the attack cargo ship made a round-trip voyage from the west coast to the east coast and back. She resumed operations from her base on the west coast upon her return. In August 1950, she voyaged north to the Pribiloff Islands and, in March of 1951, left the west coast for the Far East. *Andromeda* provided logistics support for United Nations forces fighting communist aggression in Korea until returning to San Diego at the end of the year. After 10 months of duty on the west coast, the ship returned to the Orient and logistics support for the United Nations defense of South Korea. She took up duty along the west coast in the spring of 1953, but interrupted it for a round-trip voyage to Yokosuka, Japan, in August and early September. *Andromeda* deployed to the Far East for a final tour of duty in February of 1954. The attack cargo ship came back to the west coast from that assignment in November and operated in the eastern Pacific until deactivated.

Andromeda was placed out of commission at San Diego on 1 May 1956. She was transferred to the Maritime Administration for lay up with the National Defense Reserve Fleet at Olympia, Wash. Her name was struck from the Navy list on 1 July 1960, and she was sold to the Marine Power & Equipment Co., of Seattle, Wash., on 12 March 1971.

Andromeda earned five battle stars during World War II and five battle stars for service in the Korean conflict.

Androscoggin

A river formed on the Maine-New Hampshire border by the confluence of the Magalloway River and a short outlet of Umbagog Lake. The stream flows generally south for some 35 miles through New Hampshire, then turns eastward, enters Maine a few miles west of Gilead, and meanders along a generally southeasterly course until joining the Kennebec below

Bowdoinham in an estuary of the Atlantic called Merrymetting Bay. A county in Maine also carries the name *Androscoggin* which in turn is derived from the name of an Indian tribe which lived on the banks of the river. The word *Androscoggin* is an Indian term meaning "fishing place for alewives" or "spear fishing."

(RC: dp. 1,605; lbp. 210'0"; b. 35'2"; dr. 17'6" (mean); s. 13.2 k.; cpl. 44; a. 4 6-pdrs.; cl. *Androscoggin*)

Androscoggin—a wooden-hulled revenue cutter designed especially for icebreaking duties—was built for the United States Revenue Cutter Service (USRCS) at Tompkins Cove, N. Y., by Rodermond Brothers; launched on 16 January 1907; sponsored by Miss Emma Frye White; and commissioned on 8 July 1908.

That summer, *Androscoggin* began operations out of Portland, Maine, her home port for the next seven years. She carried out the work of the USRCS, cruising waters off the northeastern seaboard from Eastport, Maine, to Cape Ann, Mass. Each winter—by virtue of her special construction and her iron-strengthened bow—she would assist ships and craft when needed and destroy menaces to navigation in her assigned waters, besides performing icebreaking chores in the ports in her cruising area.

On 11 August 1909, *Androscoggin* received orders directing her to search for six men on a life raft, the survivors of the Navy tug *Nezinscot* which had capsized and sunk off Cape Ann on that morning while en route to Boston. Fortunately, all hands were picked up by another ship that first reached the scene of the disaster. Later that year, *Androscoggin* patrolled the international yacht races at Marblehead, Mass., and took part in the Hudson-Fulton celebrations at New York city that September.

On 11 January 1910, while at Portland, *Androscoggin* received a wireless message to search for the steam lighter *Columbia* which had departed New York on the day before Christmas of 1909, bound for Port-au-Prince, Haiti, with a crew of 11 men on board. The cutter got underway the following day and traveled 2,399 miles during a fruitless two-week search in which she found no trace of the missing lighter or its 11-man crew. *Androscoggin* then resumed her duties out of Portland that lasted into the summer, when she temporarily transferred to Washington, D. C. Returning north in November for repairs at the Boston Navy Yard, she remained there into January 1911 and then again took up operations out of Portland.

In the summer, she headed south for repairs at the depot, Arundel Cove, South Baltimore, Md., which lasted into November. Getting underway on the 12th of that month, she headed north for her cruising grounds, but put into the Boston Navy Yard briefly in early December for repairs to her bow sheathing which was damaged when an iron plate wrenched loose on the morning of 9 December.

Resuming operations out of Portland soon thereafter, the ship engaged in her usual "winter cruising," which included icebreaking. While she was laboring through the heavy ice of Penobscot Bay early in February 1912, the action of the ice and the ship loosened the bow plates. She effected repairs and resumed her labors. Her captain later reported that temperatures under which she operated averaged 5 to 10 degrees below zero.

During the winter of 1912 and 1913, *Androscoggin* participated in searches for two schooners, *Future* and *Winslow* off the Virginia capes in January 1913. Records do not indicate the latter's fate, but the former had foundered on 3 January 1913 with the loss of three of the eight people on board.

On 10 April 1913, the USRCS restricted the operations of its ships since its funds for coal for the remainder of the fiscal year were so low that its ships could cruise "only at such times as may be absolutely necessary to assist vessels in distress." Captains were urged to exercise "the most rigid economy" but to keep "sufficient coal on hand at all times to insure the prompt response of the vessel to any call for assistance during this period." Her complement reduced as well, *Androscoggin* remained inactive through the spring before the fiscal year ended on 30 June 1913 and new appropriations permitted her to resume a more active regimen.

Later that summer, *Androscoggin* entertained a number of important visitors, beginning with the Honorable William Gibbs McAdoo, the Secretary of the Treasury, who traveled in the ship from Rye, N. Y., to New York City between 15 and 21 August 1913. During that time, she also embarked Colonel Edward M.

House, an influential advisor to President Woodrow Wilson, at Salem, Mass., on 17 August, during Secretary McAdoo's cruise. Later, on 1 September 1913, *Androscoggin* embarked Dr. Constantin Theodor Dumba, the Austro-Hungarian Ambassador to the United States, to witness the international Yacht Races held that year at Marblehead, Mass.

Subsequently ordered to the depot at Arundel Cove, for repairs, *Androscoggin* arrived there on 13 December 1913 and underwent repairs and alterations for the remainder of the month. Underway on New Year's Day 1914, she ran aground at Cove Point, Md., three days later. Refloated and apparently little damaged, *Androscoggin* proceeded on to Boston.

On 28 January 1914, the Navy tug *Potomac* had departed Newport, R. I., to rescue vessels ice-bound off the coast of Newfoundland, but suffered an icing in herself. *Androscoggin* departed her station at Portland to report to either Halifax or Sydney, Nova Scotia, "as directed" and to participate in efforts to free the Navy tug. Ultimately, the attempt was given up on 14 February, *Potomac* abandoned to the ice for the winter but salvaged the following spring and returned to service after repairs. *Androscoggin* subsequently departed Halifax on 18 February.

The cutter spent a little more than the first half of the year 1914 in routine operations highlighted by a ceremonial visit to Gresham. *Androscoggin* visited Boston in mid-March to take part in the yearly Evacuation Day festivities and returned there later that spring to honor Spanish-American War veterans at Boston on 24 May. Memorial Day saw the ship at Rockland, Maine.

On 21 July, *Androscoggin* received orders to participate in ceremonies, to be held by the Maine Historical Society, at Monhegan Bay, Maine, on 5 August. However, before she could take part in that event, long-simmering tensions in the Balkans flared up and touched off the conflagration that escalated into World War I. Those faraway events affected *Androscoggin's* immediate future.

The day before the scheduled festivities at Monhegan Island were to commence, the North German Lloyd Line steamship SS *Kronprinzessin Cecilie*—piloted into port by a banker-yachtsman whose father owned a summer home in the vicinity since none of the ship's officers were familiar with the local waters—stood into the sleepy Maine seaport of Bar Harbor and caused quite a stir amongst the local populace. The reason for this unorthodox port call soon became apparent. The majestic ship, her master concerned over the possibility of being captured on the high seas by British or French cruisers, had been nearing Liverpool, England, when she received telegraphic orders to come about and return to the neutral United States, making for the nearest port, which, in view of the liner's diminishing coal supply, looked like Bar Harbor. One reason for the captain's anxiety soon became apparent. In addition to her 1,216 passengers (some of whom were British Army reservists), the ship carried \$10,679,000 in gold and some \$3,000,000 in silver. This cargo prompted newsmen to dub her "The Treasure Ship."

In response to the request made by the New York office of the North German Lloyd Line, representatives of the State, Treasury, and Commerce Departments, and of the USRCS, met in Washington to discuss the situation. Secretary McAdoo, as a consequence, ordered *Androscoggin* to Bar Harbor on 5 August 1914, "to permit no foreign vessel to leave (the) vicinity without clearance." Similar orders went to USRC *Woodbury* (at Portland) and USRC *Gresham* (at Boston). The purpose of the *Androscoggin's* visit to Bar Harbor would be primarily to guard the transfer of the gold and silver from the liner to tenders in which they would be taken ashore, loaded on to a train, and returned to New York City.

Accordingly, *Androscoggin*, Capt. W. E. W. Hall, USRCS, in command, departed Portland on 5 August and reached her destination the next day, having been joined en route by *Warrington* (Destroyer No. 30), Lt. Comdr. Daniel Pratt Mannix commanding. The latter warship had been dispatched from Monhegan Island on such short notice that the 30 or so men ashore for liberty had been rounded up in a big hurry.

The arrival of the destroyer and the cutter fueled wild speculation in the press. The *New York Times* reported on 7 August that they had come "to guard and possibly to take back to New York the . . . gold that the refugee liner carries. As to that," the member of the 4th Estate concluded, "the captains of both vessels were uncommunicative." The only thing that Capt. Hall and